

Highway 29 Boulevard of Opportunity Study Community Meeting #2

Minutes of Meeting

October 28, 2010/ 6:30pm/ Providence Christian Academy

Agenda

Welcome & Introductions

Study Overview and Process

Review Community Survey Results

Review the Vision Statement for the Highway 29 Boulevard of Opportunity Study

Interactive Exercise

- Creation of the Goals for the Highway 29 Boulevard of Opportunity Study in the following project elements:
 - Land Use
 - Circulation
 - Aesthetics and Streetscaping

Next Steps

Meeting Outcomes

The following are agenda items with corresponding feedback from attendees.

Welcome & Introductions

Mr. Gerald McDowell, Executive Director of the Lilburn Community Improvement District, welcomed attendees and introduced Ms. Shannon Kettering, Program Manager for Pond | Ecos, who provided the following presentation for Community Meeting #2:

Project Presentation Summary (via PowerPoint Presentation)

- **Study Overview & Process**
 - *The goal of the Highway 29 Boulevard of Opportunity Corridor Study is to provide land use, mobility, urban design and implementation recommendations for the 4-mile corridor between Ronald Reagan Parkway and Rockbridge Road.*
 - Additional overview information reviewed included:
 - Why is it important?
 - Who is involved?
 - Where will this occur?
 - How will the plan be completed?
 - What have we done so far?Existing Conditions inventory/analysis as well as community engagement.
- **Community Survey Results:** Highlights of survey results presented as charts and graphs
- **Review of Vision Statement for the Highway 29 Boulevard of Opportunity Study**

Highway 29 Boulevard of Opportunity Study

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- *Highway 29 will be the Boulevard of Opportunity, a desirable address that is visually appealing, economically competitive, expansive in the options of shopping and dining, and efficient and safe for motorists and pedestrians throughout Greater Lilburn and Gwinnett County.*

Community Questions/Comments

- Q: Where will the final report for this study go?
A: Lilburn CID
- Q: Who is funding this project?
A: Originally applied for LCI funds from ARC but were not selected. CID board voted to proceed with planning efforts; striving to become grandfathered in as an LCI. Eighty percent of funding for this study is from SPLOST funds from Gwinnett County, twenty percent is from the Lilburn CID
- Q: How does this study differ from the Lilburn land use study (2030 Comprehensive Plan) recently completed?
A: This study will build upon previous studies and coordinate with the city and county. The CID is a neutral organization and this study will represent the needs of the businesses and property owners along the corridor.

Interactive Exercise: Creation of the Goals for the Highway 29 Boulevard of Opportunity Study in the following project elements: Land Use, Circulation and Aesthetics and Streetscaping.

This exercise allowed the community to provide feedback and create goals for the Hwy 29 Boulevard of Opportunity Study for Land Use, Circulation and Aesthetics/Streetscaping. Listed below are comments and suggestions received during the interactive exercise:

Land Use

- To think creatively about surface parking lots
- Driveway/assess is poorly planned
- Trees/buffers/landscape median for aesthetics and mobility.
- "Interparcel" access
- Remove strip malls with 50% plus vacancy and replace with "mixed use".
- "Incentivize" all of the existing community properties to redevelop.
- "Very little" shopping worth going to
- To provide retail/shopping services
- Clothing, dining, casual/local dining (no fast food).
- No more strip malls/no new zoning that will lead to more strip malls.
- "Dis-incentivize". The undesirable uses along this corridor (i.e. Pawnshops, cash checking, etc.
- Trees along the corridor for aesthetics and cooling/"memorial" tree; organization for tree planting.
- Uniform/consistent commercial signage.

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- Consolidate signage; aesthetically pleasing
- Place for kids (water park, etc)
- More creativity with location of parking lots
- Street lamps, trash can, benches
 - Safety, more walkable better crosswalks, wider sidewalks
- “Destination” shopping experience (i.e the forum, Duluth).
 - “Village” format/feel/landscaping/upscale.
- Not “contrived”. What shopping areas that look “uniquely Lilburn”; more modern; attractive...to attract people to come here!
- Park space (similar to Main Street Park in Lilburn) near Beaver Run Road/near Lilburn Middle school.
- Need a “draw”; so you don’t have to leave your own community.
- Upscale stores and restaurants; more “classy”.
- Need to attract the businesses and keep the existing residences = improves property values.
- Shared parking (i.e. churches with shops) and “designated destinations”
 - Group Like minded users:
 - “institutional center”...city hall. Schools (in “institutional center”)
 - “big box center”
 - “retail center”
- Somewhere to go to sit on a bench, walk around a greenspace, eat a meal and enjoy and experience;
- Sit under a tree
- Greenspace within access commercial and businesses; “mini parks” throughout.
- Need a mix of daily needs; ones that this demographic can support
- Clinics; medical services; elderly needs; dentists; “satellite” offices/medical clinics (Gwinnett Medical, etc).
- Outdoor amphitheater (like Suwanee and Duluth) at the water treatment
- Movie theater
- Prefer a baseball park at Bryson

Circulation

- Dogwood Drive – lack of left turn due to proposed median
- Drainage issue with Dogwood Drive – prior road work
- Sidewalks both sides of road
- Sidewalks off road – behind buildings would be tremendous
- Sidewalks connecting businesses
- Parallel access road where feasible
- Hwy 29 must be a through roadway with access roads used to access businesses to shop
- Place trails/sidewalks along parallel roads with connections to adjoining neighborhoods
- Light rail (Killian Hill – near cement plant) – multimodal transportation hub.
- Lilburn trolley (stays off 29)
- Dogwood Drive direct access to school

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- Bike lanes behind buildings first; then on the road (last priority)
- Elevated from Ronald Reagan and beyond to Jimmy Carter
- Multi-modal transportation plan
- Keep buses off Hwy 29
- Grade separation so cars and trains do not meet (on Rockbridge Road). Very bad congestion
- Connect trails from subdivisions to businesses and vice versa
- Trails and sidewalk from sports complex to businesses.

Aesthetics & Streetscaping

- Slow down traffic where pedestrians cross
- Uniform signage – central theme
- Gathering spaces
- Roundabouts
- Consistent landscaping
- Median with vegetation
- Sidewalks with character, not just cement (paving patterns, use of different materials, etc...)
- Design:
 - Tie into old town Lilburn theme
 - o Streetlights, etc...
 - Acknowledge the city's history, connection to railroad, etc...
 - US29 is a historic route
- Lilburn has a history. Try to connect to past through design, streetscaping, identity, etc...
- Over and under pass for pedestrians
- Buildings closer to street in certain areas where appropriate
- Areas more rural like (farmhouse) keep feel the same as today. These areas not appropriate for buildings close to the street.
- Want
 - Things to see in windows
 - Buildings next to sidewalk
 - Parking in back
 - Building close to road
- Issue
 - High volume rush hour
 - Traffic just passing through
- How do you slow down commuters to stop and stay
 - Need attractive buildings to look at
- Old town is a hidden gem. The streetscape can connect this area to Hwy 29 and provide a destination.
- Need destination point
- With business, also need areas where people can congregate
- Main Street/Hwy 29 intersection

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- Public space
- Gathering area
- Fountains
- Place to play and watch
- Water feature
- Landscape buffer
- mixed used nodes at key intersections (provide place to park and walk)
- Raise sidewalks
- Example
 - Savannah – River Street
 - Old Steps
 - Elevation changes is dealt with nicely to not make areas feel separate

Next Steps

- Community Meeting #3: Compare Concepts & Placemaking Components
Thursday, December 16, 2010 at 6:30 pm
Providence Christian Academy

These minutes constitute the author's understanding of the items discussed and conclusions reached. If there are any errors or omissions, please notify this author in writing within four (4) working days of receipt.

END OF MINUTES